



Surveying  
Dupuy, Gary

to:

Earl Liverman

06/13/2012 10:52 AM

Cc:

"Michael.Traffalis@FHWA.DOT.GOV", Cody Voermans, Brian Wacker

Hide Details

From: "Dupuy, Gary" <Gary.Dupuy@amec.com>

To: Earl Liverman/R10/USEPA/US@EPA

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History: This message has been replied to.

Earl: I have looked into the surveying issue one more time and here is how I see it. RPA used the plot plans from the county that shows the FHWA property line. RPA used those plans to survey the road in relation to the stated information on the plot plans. This was regardless of the location of the railroad ROW. The plot plans show the property boundary in a north south direction measured from the center of the road; therefore that survey should be correct.

If the plot plans are wrong with the County, it does not matter for the project construction. The road is where the road is and the contamination has been shown based on the survey of the road. So for construction purposes, the survey we are using that RPA conducted is what was used to develop the construction cross sections and those sections must be used to remove the contamination. The road needs to be rebuilt in the same location as the existing road and so the construction drawings are correct. So in my opinion, doing another survey to try and determine the exact location of the property line is not necessary for the project. It might be useful if there truly is a significant difference in the location of the south property line from a pay sharing perspective between FHWA, EPA, and Potlatch but for construction this is a non-issue.

The Meckel survey is suggesting the railroad center line, based on a single measurement point, could be approx 20 ft farther north than the highway center line. That is certainly a possibility but I am not sure that is pertinent to the existing property line location and would take a great deal of effort to confirm. From a purely observational perspective on my part, a center line 20 ft north of the existing Hwy center line would put the edge of the rail line past the existing north side ditch. That seems unlikely.

In conclusion, there is no reason to conduct the additional survey work now. If EPA and the other parties decide this is an important issue to resolve, the surveying should be conducted as part of the final project as-built. I would think that surveying is only a piece of the problem as the property maps also need to be reviewed to confirm how the property lines relate to the highway ROW and the railroad ROW. That property review step needs to happen before the survey takes place.

I think this conclusion is consistent with what Mike decided too. See you tomorrow evening but if you have any further questions, give me a call or send an email.

**Gary Dupuy | Principal Hydrogeologist**

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